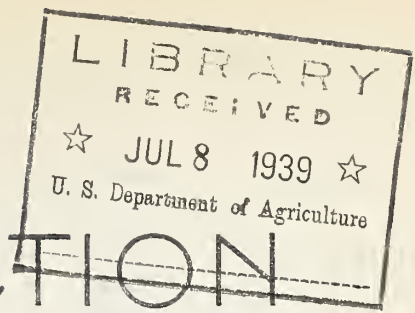
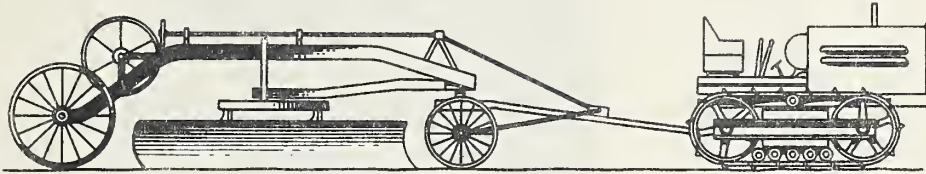


Historic, archived document

Do not assume content reflects current scientific knowledge, policies, or practices.



CONSTRUCTION



HINTS

UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE
WASHINGTON, D. C.

Vol. 5

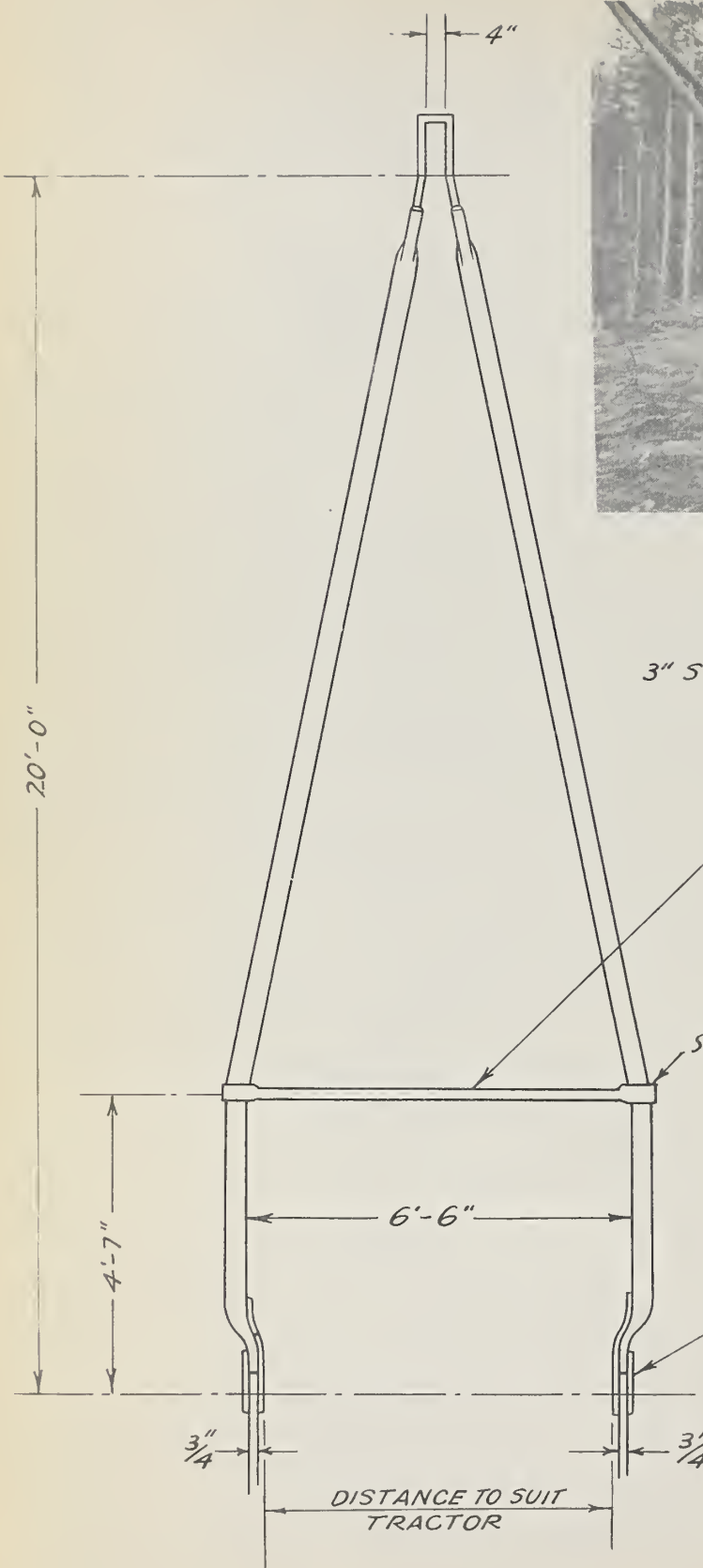
June, 1939

No. 4

Recently, a fatal accident occurred in one of the Regions involving an enrollee who was engaged in operating a tractor equipped with a double drum hoist and an "A" frame tractor boom. A local shop fabricated the boom which was of Regional office design, but exercised too great a toleration in its manufacture. It will be seen from the attached sketch that the length above the center of the bottom supporting pin at which the cross-bar should be placed is 4 ft. 7 in. The photograph shows it actually was placed at a distance of 6 ft. 3 in. This allowed the boom to swing forward unimpeded when the tractor's left track ran over a small boulder 10 inches above the ground, and 2 feet further on, when the right track dipped in a stump hole 17 inches deep and 5 feet across. The tractor's movement threw the boom forward over the top of the tractor's seat, instantly killing the driver and pinning him between the gas tank and the cross-bar.

While the principal cause of the accident was the faulty construction of the boom, it is also possible for a partly raised swinging block or hook to strike the operator and cause serious injury. To prevent any possible recurrence of such an accident, make sure that it is impossible for booms to be thrown further forward than the back of the operator's seat. Blocks and hooks should be fastened or raised while the tractor is traveling empty.

Harold L. Friend
HAROLD L. FRIEND
Editor



3" STD. BLACK PIPE, 19'-6" LONG

2" DIA. PIPE SPACER, WELDED IN PLACE—SEE DETAIL "A"
IT WILL BE NECESSARY TO OFFSET THIS BRACE; THE AMOUNT AND DIRECTION DEPENDS UPON THE HOISTING UNIT USED

3/16" x 1" x 14" LONG, MILD STEEL

SEE DETAIL "A"

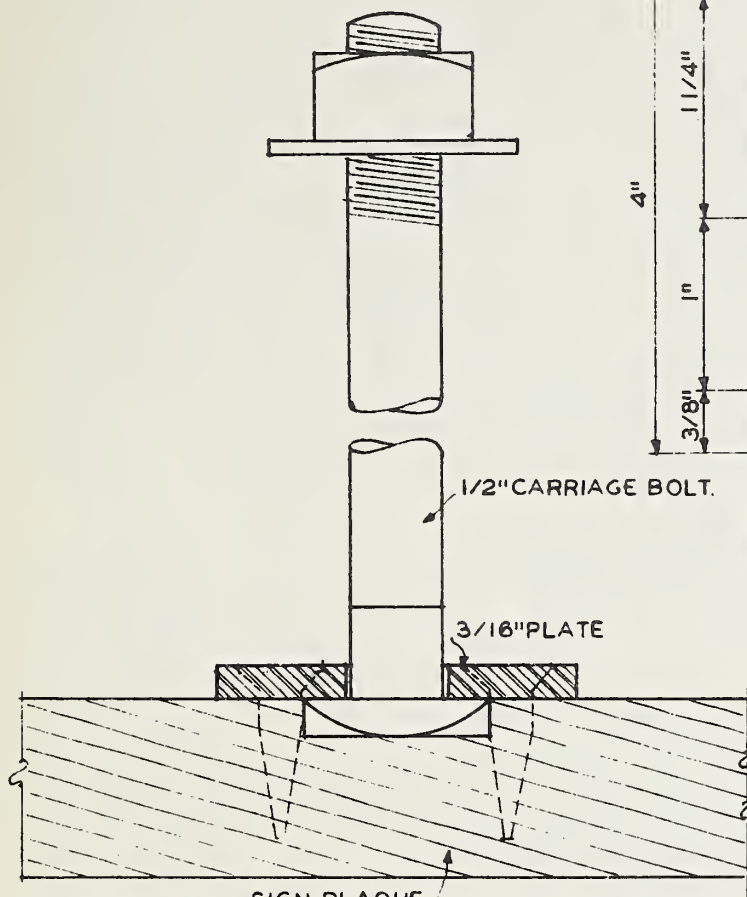


DETAIL "A"

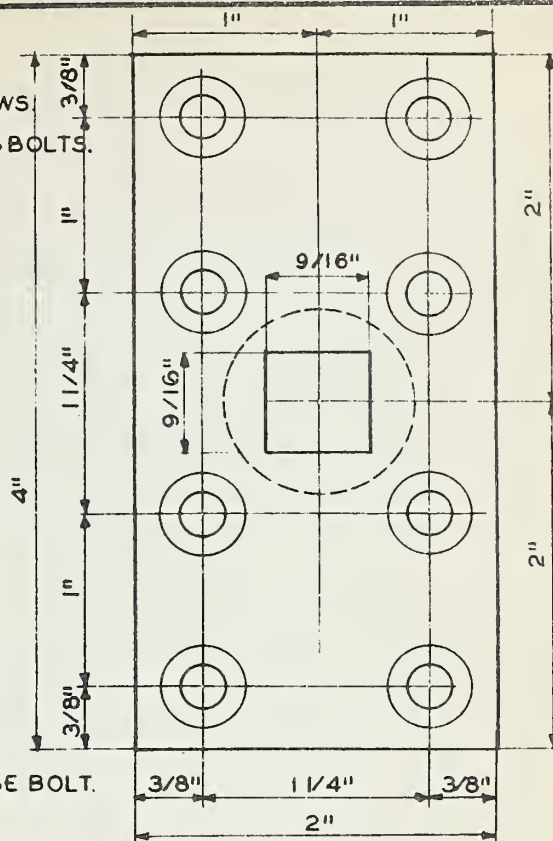
(2)-1/2" PLATES ON EACH LEG WELDED TO FLATTENED END OF BOOM

NOTE:

SCREWS TO BE FLAT-HEAD BRASS WOOD
SCREWS.
FOR 5 QUARTER LUMBER USE NO 14 X 1" SCREWS;
" 6 " " " NO 14 X 1 1/4" "
" 8 " " " 1/4" X 1 1/2" LAG BOLTS.



SIGN PLAQUE
DETAIL OF CONNECTION, OF BOLT TO PLAQUE.



ELEVATION OF PLATE

APPROVED: *E.S.M.*

DIVISION OF REC. & LANDS.

DIVISION OF OPERATION

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

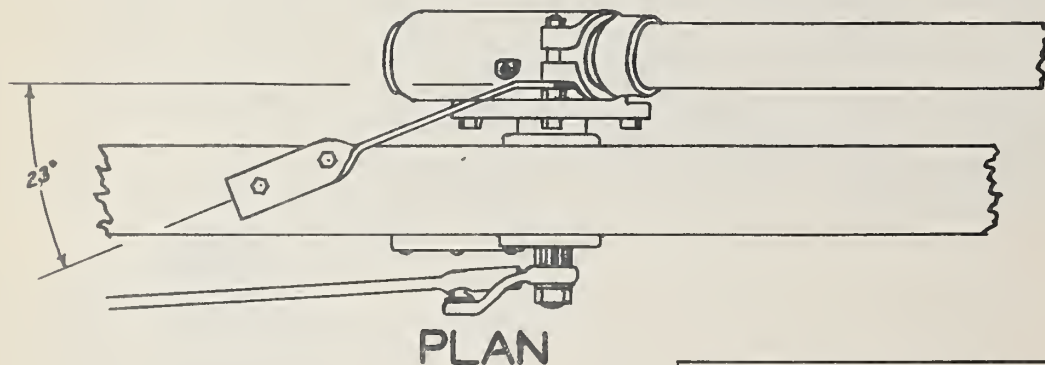
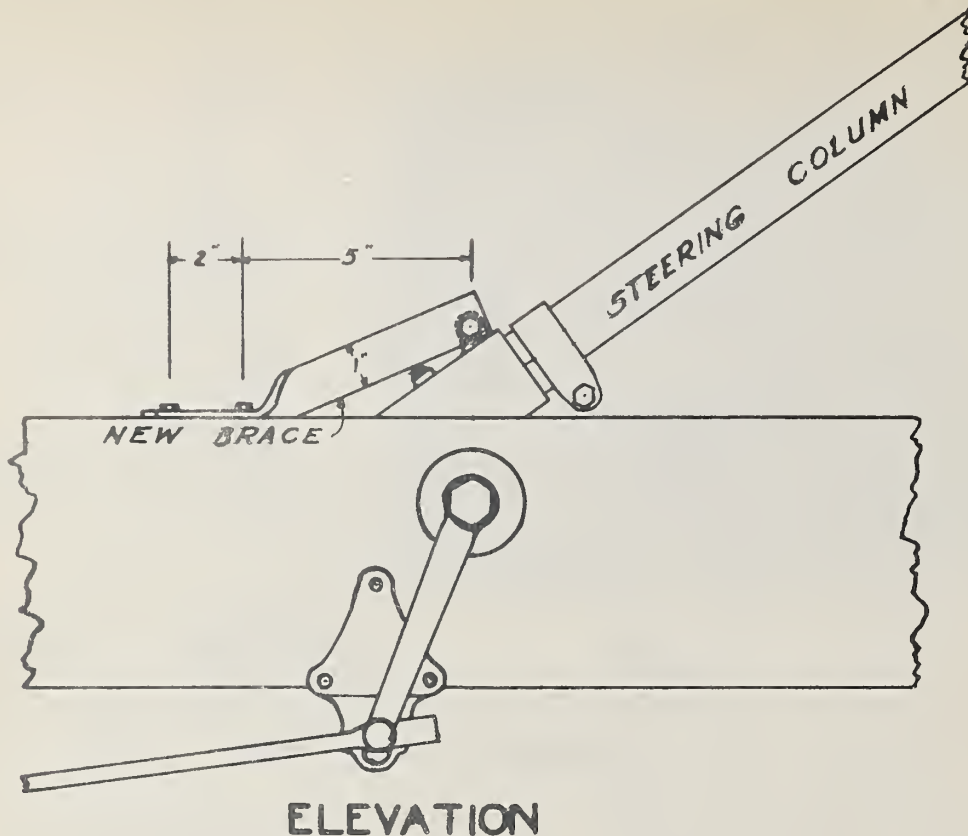
REGION 3 HOWARD B. WAHA, REGIONAL ENGINEER

DETAIL OF
CONCEALED BOLTING.
FOR SIGN PLAQUES

DESIGNED AS NOTED DRAWN H.L. TRACED H.L.
SCALE FULL SIZE CHECKED H.L.
APPROVED *E.S.M.* DATE 5-20-39.

DEvised BY JIM CURRY E. R. A. FOREMAN CIBOLA N.F

PLATE: 24-2



THE ABOVE DRAWING SHOWS THE DESIGN AND INSTALLATION OF THE STEERING GEAR HOUSING BRACE FOR USE ON 1934 & 1935 CHEVROLET TRUCKS.

IT HAS BEEN FOUND THAT WITH THE USE OF THIS BRACE A GREAT DEAL OF STEERING GEAR TROUBLE IS ELIMINATED. THE COST OF MANUFACTURING AT R-5 SHOPS IS APROX. \$1.15 EACH.

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

REGION - 5 A.P. DEAN REGIONAL ENGINEER

STEERING GEAR BRACE
FOR
1934-35 CHEVROLET TRUCK

DESIGNED *EES* DRAWN *EES* TRACED *ECA*
SCALE *1/2" = 1'* CHECKED
APPROVED *[Signature]* DATE *5/29/39*